

AMENDED IN ASSEMBLY JANUARY 4, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 1020

Introduced by Assembly Member Hancock

February 22, 2005

An act to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of the Government Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1020, as amended, Hancock. ~~Planning: smart growth models.~~ *Transportation planning: improved regional travel models.*

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies.

This bill would require *the department, in partnership with* certain federally-designated metropolitan planning organizations and certain state-designated regional transportation planning agencies, ~~to develop and implement~~ *evaluate current regional travel models and improvements to those models already underway, to make available improved regional travel models incorporating smart growth concepts and to undertake other related planning activities, thereby imposing a state-mandated local program specified factors, and to develop budgeting plans that ensure continuous improvement of those models. The bill would require these planning organizations and agencies to implement the improved models, thereby imposing a state-mandated local program.* The bill would require the department to ~~provide all necessary financial assistance to these agencies~~ *report to the Legislature on its activities in that regard by July 1, 2008.* The bill would require all transportation models used by state or regional

agencies to be usable on personal computers and to be made available to the public. The bill would enact other related provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) ~~Smart growth~~ *Improved transportation planning* can have
4 dramatic economic and environmental benefits for California
5 residents, and can make government expenditures on
6 transportation infrastructure far more cost-effective.

7 (b) Better transportation infrastructure and land use planning
8 decisions can have immense benefits on California's air quality
9 and economy. Motor vehicles produce over 60 percent of smog
10 precursor emissions in some urban regions, and automobile usage
11 costs California households one hundred billion dollars
12 (\$100,000,000,000) annually. ~~Smart growth~~ *Improvements in*
13 *transportation planning, incorporating accurate evaluation of*
14 *the effect of land use practices and policies* eventually could
15 reduce these environmental and economic impacts by 30 percent
16 or more.

17 (c) Current planning models used for making transportation
18 infrastructure decisions and for air quality planning do not
19 *always* adequately reflect the most important measures of smart
20 ~~growth~~, particularly the effect of compact residential
21 development patterns, the effect of mass transit on reducing car
22 ownership and overall travel, the effect of highways on inducing
23 additional automobile traffic, and the effect of economic
24 incentives such as tolls, transit pricing, and parking charges.

(d) Because of these *widespread* modeling deficiencies, elected officials and other government decision makers *often* do not get adequate information on which to base multibillion dollar transportation decisions, resulting in erroneous decisions being made.

(e) State-of-the-practice transportation planning models can account more accurately for the potential benefits of smart growth and can allow planners to make better decisions.

(f) In addition, better travel models can assist metropolitan planning organizations (MPOs) in assessing growth-inducing and cumulative impacts of transportation plans, ~~under the CEQA and NEPA~~ *as required by the California Environmental Quality Act and the National Environmental Policy Act.*

(g) The Department of Transportation ~~can assist~~ *is working with* MPOs and regional transportation planning agencies to develop more effective transportation models. *Significant improvements have been made in transportation modeling practices, however, the improved models are not yet widely and consistently used.* These models can also be used in air quality planning to enhance emissions reductions and to cut the cost of clean air compliance.

(h) *It is therefore the intent of the Legislature to require improvements to transportation modeling statewide in a timely fashion to ensure that transportation dollars are wisely spent.*

SEC. 2. Chapter 2.68 (commencing with Section 65089.60) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.68. ~~SMART GROWTH INTEGRATED~~
TRANSPORTATION AND LAND USE PLANNING

65089.60. (a) “Designated MPO” means the following metropolitan planning organizations (MPOs): the Southern California Association of Governments, the Metropolitan Transportation Commission and the Association of Bay Area Governments, the San Diego Association of Governments, *the Association of Monterey Bay Area Governments*, and the Sacramento Area Council of Governments.

(b) “Designated RTPA” means the regional transportation planning agencies (RTPAs) for the following areas: all counties

1 in the San Joaquin Valley, and Monterey, San Luis Obispo, Santa
2 Barbara, and Santa Cruz counties.

3 (c) “Department” means the Department of Transportation.

4 65089.61. On or before January 1, 2008, ~~designated MPOs~~
5 ~~and designated RTPAs shall develop and implement improved~~
6 ~~regional travel models that the department, in partnership with~~
7 ~~the designated MPOs, and on and after January 1, 2009, the~~
8 ~~department, in partnership with the designated RTPAs, shall~~
9 ~~evaluate current models and model improvements already~~
10 ~~underway, and make available improved regional travel models~~
11 ~~that shall be implemented by the designated MPOs and RTPAs.~~
12 *The models shall do all of the following:*

13 (a) Account for the influence of land use intensity (housing
14 units per residential acre or equivalent) and transit service levels
15 on automobile ownership and vehicles miles traveled per
16 household.

17 (b) ~~Employ discrete choice logit mode split models that~~
18 ~~allocate trips between pedestrian, bicycle, transit, carpool, and~~
19 ~~single-occupant automobile modes.~~

20 (c) Account for travel demands during at least four time
21 intervals during the day.

22 (d) Account for induced travel and induced land ~~uses~~
23 ~~development~~ resulting from highway *or passenger rail*
24 expansion.

25 65089.62. ~~The department shall provide all necessary~~
26 ~~financial assistance to the designated MPOs and RTPAs in~~
27 ~~developing and updating the models.~~

28 65089.63. ~~The designated MPOs and RTPAs shall develop~~
29 ~~budgeting plans that ensure the continuous improvement of their~~
30 ~~travel models. All models shall be peer reviewed at least every~~
31 ~~five years. Household travel surveys used in the models shall~~
32 ~~adequately sample all modes, and shall be updated at least every~~
33 ~~10 years. The designated MPOs and RTPAs shall validate~~
34 ~~predicted versus measured vehicle speeds on highways and~~
35 ~~traffic volumes by time of travel on roadway links.~~

36 65089.64.

37 65089.62. The travel models shall include all of the
38 following:

39 (a) Simple evaluation measures for environmental justice and
40 economic welfare.

1 (b) Person-trips for each mode.

2 (c) Households by income class in at least home-based work
3 trips.

4 ~~(d) Trip generation sensitive to land use characteristics for~~
5 ~~non-auto modes.~~

6 ~~(e)~~

7 (d) Careful representation of all transit lines and roadways.

8 ~~65089.65.~~

9 65089.63. The travel models shall be capable of evaluating at
10 least the following policy choices:

11 (a) Land use intensification.

12 (b) The impact of enhanced transit service levels on reducing
13 overall vehicular travel and car ownership.

14 (c) Mixed land uses.

15 (d) Parking charges *and parking cash-out*.

16 (e) Peak period freeway tolls.

17 (f) Twenty-four-hour freeway tolls.

18 (g) Urban growth boundaries.

19 (h) Neighborhood plans that enhance pedestrian access.

20 ~~65809.66.~~

21 65089.64. In the case of the designated MPOs, the travel
22 models shall also include all of the following:

23 (a) Composite mode costs, *public and private*, in all travel
24 mode steps.

25 (b) Trip hours represented with departure time choice.

26 (c) Land use models based on bidding for floorspace and
27 implemented on small zones or parcels.

28 (d) Detailed measures for environmental justice and economic
29 welfare.

30 (e) Representation of person-trips and average trip lengths for
31 all modes.

32 (f) Households by income in all trip purposes.

33 (g) Trip generation sensitive to land use characteristics for all
34 modes.

35 ~~65089.67.~~

36 65089.65. By 2008, a freight travel model, and by 2010, a
37 commodity flows travel model shall additionally be included in
38 the travel models of the designated MPOs.

39 65089.66. *The department, in partnership with the designated*
40 *MPOs and RTPAs, shall develop budgeting plans that ensure the*

1 continuous improvement of travel models. All models shall be
2 peer reviewed at least every 10 years. Household travel surveys
3 used in the models shall adequately sample all modes, to the
4 extent statistically feasible, and shall be updated at least every 10
5 years. The department, in partnership with designated MPOs and
6 RTPAs, shall validate predicted versus measured vehicle speeds
7 on highways and traffic volumes by time of travel on roadway
8 links.

9 ~~65089.68.~~

10 65089.67. In evaluating transportation projects in their
11 respective areas, member local governments of the designated
12 MPOs shall run the entire regional travel model with the same
13 methods used by the MPO, *or with local models that meet the*
14 *same criteria.*

15 65089.68. *The designated MPOs and designated RTPAs shall*
16 *run at least one scenario in each regional transportation plan*
17 *that includes new policies to promote more efficient land use and*
18 *transit expansion.*

19 65089.69. The evaluation of large private and public land
20 development projects shall be done with ~~spreadsheet~~ models that
21 accurately account for the impacts of density, mix, and other
22 ~~smart growth policies on travel.~~ *efficient land use policies on*
23 *travel. These models may be simpler than those used for*
24 *transportation projects.*

25 65089.70. All transportation models used by state or regional
26 agencies shall be usable on personal computers and shall be
27 made available to the public. *This section does not require*
28 *agencies to provide commercial software developed by third*
29 *parties that may be needed to run the model.*

30 65089.71. *If the agencies identified in subdivisions (a) and*
31 *(b) of Section 65089.60 meet the modeling requirements of this*
32 *chapter, their models shall be considered state of the practice*
33 *and fully adequate technically.*

34 65089.72. *On or before July 1, 2008, the department shall*
35 *submit a report to the Legislature on the progress made by the*
36 *designated MPOs and RTPAs in meeting the requirements of this*
37 *chapter. The report shall also identify barriers to implementation*
38 *faced by any of the designated MPOs or RTPAs not meeting the*
39 *requirements of this chapter.*

1 65089.73. *The department, in consultation with the*
2 *California Association of Councils of Governments, shall meet at*
3 *least annually with the designated MPOs and RTPAs to evaluate*
4 *their progress in meeting the technical requirements listed in this*
5 *chapter, and to identify resources available to assist them in*
6 *meeting the requirements in the most timely and complete*
7 *manner practical. In this process, the department may modify or*
8 *extend the technical requirements of this chapter.*

9 SEC. 3. If the Commission on State Mandates determines that
10 this act contains costs mandated by the state, reimbursement to
11 local agencies and school districts for those costs shall be made
12 pursuant to Part 7 (commencing with Section 17500) of Division
13 4 of Title 2 of the Government Code.